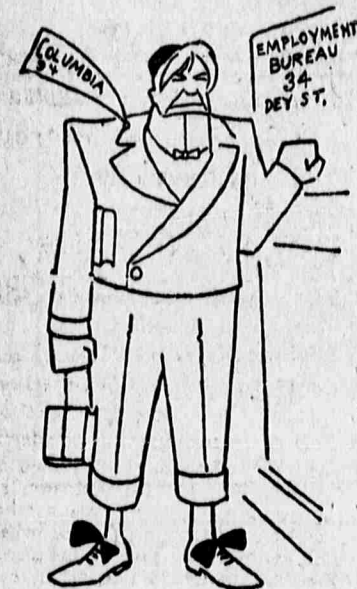


WORKING WITH THE STRIKE-BREAKERS

HUMOROUS SIDE OF THE SITUATION.

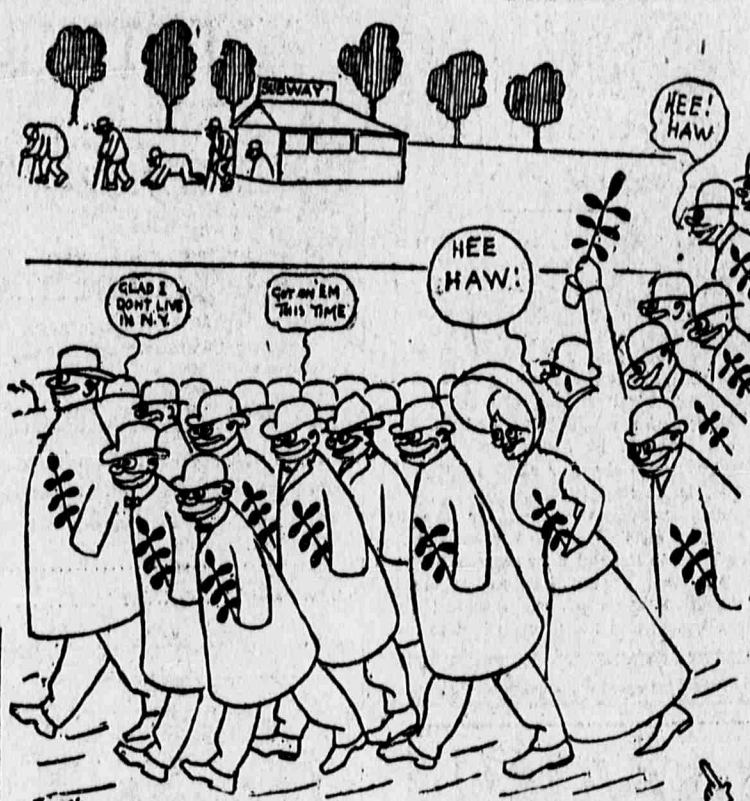
(As Seen by Cartoonist Powers.)



We Want to Be a Motorman.



"Those Green Motormen—Do You Think It's Safe?"



THE SMILE THAT JUST CAME ON.

What It May Come To.



An Old Friend in Need.



Even Cabs Were Scarce.

No Wedding Bells for Him, for He Promised to Meet Her at 8.

Experiences of an Evening World Reporter Who Obtained Employment for a Single Trip—Columbia Students Work for Excitement.

Some of the men who are now running trains in the subway are veteran strike breakers. To an Evening World reporter, who spent part of a day among them, several admitted that they had been with John Farley in many strike-breaking campaigns, and one gray-headed old-timer said that he had been in seven contacts with the unions. These veterans have taken the places of responsibility on the subway trains. The less important places are being taken by amateur strike breakers, many of whom are college students out for adventure. The story of the Evening World reporter who went to work in the subway is as follows:

Bob Standand, once captain of the Columbia University football team, was motorman on the subway train on which I was one of the guards. The conductor—that is, the man in charge of the first car, whose ring of the bell sets the train in motion—was one of Farley's veterans. He confessed to me that he had passed through seven campaigns such as that which is now on. Three of the remaining four guards, for there were five cars to the train, were Columbia students, and I was the fourth.

Care Taken in Choosing Men.

It is not so easy to become a strike breaker as one not acquainted with the intricacies of the profession would naturally imagine. I soon found that the grinding corporation, even in a pinch, does a great deal of picking and choosing. First, I went to No. 34 Dey street, which is called Farley's headquarters. There a strike breaker, however, does not spend his time there.

Several hundred men stood in line on the sidewalk in front of the door waiting to apply for work. I joined them. After waiting considerable time at this place I was turned away with the promise of a position as ticket-chopper if I wanted it.

Next I went to the office of Supt. Hedley on the twenty-third floor of the Park Row Building. There I luckily fell in with a crowd of Columbia University students who were bent upon a strike-breaking expedition, and I found no difficulty in obtaining a position as guard.

We were told to report for work at the One Hundred and Fifty-seventh street station.

On our way uptown I asked one of the college boys why he was so anxious to fight the strikers.

Colleagues Work for Excitement.

"Oh," he answered, "we don't hate the unions and we don't care much for the money. It is the excitement we want. If there was a war we would go to the war, but as there isn't any war to go to we have just got to fight the strikers. It takes brave men to go out with a train when there is danger of being dragged off and walloped by strikers or blown up with dynamite."

As I stood on the platform of the One Hundred and Fifty-seventh street station I became conscious that I was being watched. Every time I turned my head I encountered a pair of eyes turned in my direction. They were shifty, hungry eyes, giving a furtive expression to the grimy, unshaven men to whom they belonged. These watchers were some of Farley's men and they seemed famishing for fight.

Farley Is Everywhere.

Suddenly from somewhere toward the platform a tall figure, clad in black, passed through the group of men and disappeared.

"That's Farley," whispered a man at my side.

I turned for a better look, but the man was gone.

"Is he around here much?" I asked.

"He's everywhere," was the answer.

"He keeps moving about like a ghost."

At last, after we had been instructed

and re-instructed, we were put aboard a train and started downtown. It was then that I noticed that there were three policemen in each car, making fifteen on the train.

My first experience was a mild one. A small man, very much under the influence of liquor, rose from his seat and waving his arms wildly shouted: "I wouldn't be a scab—no, I wouldn't be a scab. Gentlemen, witness, I wouldn't."

While he spoke he staggered up and down the car. "I have a wife and five children at home," he added, "and there isn't five cents in the house. I don't know where we are going to get anything to eat, but I wouldn't be a scab." Then he sat down and the maddening tears coursed down his cheeks.

Mistaken Sympathy.

A well-dressed woman went to him and handed him what appeared to be a dollar bill.

"Go home to your family," she said. "Don't waste sympathy." growled a man who was watching her. "If he thought so much of his wife and babies he ought to have given them the money he spent for the whiskey he's got aboard."

"Poor man, go home, go home," said the woman.

At Fifty-seventh street the station was filled with little boys, who were having the time of their lives enjoying free rides. A troop of these urchins were about to enter the door of my car when one of their number caught sight of the college boy on the car behind.

"See the scab?" he yelled. "Come on, fellows, let's see how he shakes himself."

Then all hands headed for the other car.

The college-boy guard heard the urchin's description of him and he was wounded. To make it clear that he was thoroughly strenuous and masculine he commenced to swear at some men on the platform, and the policemen, thinking that something was wrong, poured from every direction.

We got to the end of the line without accident, but were tied up below Bleeker street in the way uptown. It was about two hours before we were allowed to proceed on our way.

Strike-Breakers Well Paid.

During the delay I had an opportunity to talk with Farley's veteran follower. He seemed to be a pleasant fellow.

"Farley is good to his men," he said. "He will let me earn \$7 to-day. You see, I made a day as motorman early in the strike, and now I am making a day as conductor. I will be paid a motorman's wages for both shifts."

"Of course," there is nothing soft about him. He's out for Farley, just as the rest of us are out for ourselves, but if you have a kick to make, no matter how low your position may be. The kick has got to be right, though, or he will forget it."

"I've followed the 'strike-breaker' for some years and he has always let me make a lot of money every time we have smashed a union."

When we got back to the One Hundred and Fifty-seventh street station there was a cry for men to man a train for downtown.

The college boy who had made the run with me was anxious to get to his home. "I make one more run and then go home," said the assistant superintendent. I said that the students returned to work.

I did not go with them.

Two men were injured in a smash-up on the Third Avenue Elevated line at the City Hall station this afternoon at 1:15 o'clock.

The motorman on the train was Michael Page, one of Farley's strike-breakers, and in approaching the Brooklyn Bridge terminus he lost control of the motor and the train ran against the heavy wooden girders there with a resounding noise which drew crowds of men from all directions. Hundreds of passengers were knocked to their knees by the shock, and a frantic stampede for the platform followed.

Policeman Gill, of the Sixty-eighth Precinct, Brooklyn, was badly bruised about the body and received a cut under the right eye. Samuel E. Best, one of the non-union conductors, was knocked down and his arm severely lacerated.

Policeman Henning, of the Oak street station, managed to reassure the frightened passengers and prevent serious consequences resulting from the panic.

Police Officer Gill, of the Sixty-eighth Precinct, Brooklyn, was badly bruised about the body and received a cut under the right eye. Samuel E. Best, one of the non-union conductors, was knocked down and his arm severely lacerated.

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MAYOR ON POWER TO SEIZE SUBWAY

Steps Would Have to Be Taken by the Rapid Transit Commission, and There Would Be Long Delay in Getting Control.

Mayor McClellan has been urged by friends of the striking employees of the Interborough Rapid Transit Company to have the Corporation Counsel institute proceedings to take the Subway out of the hands of the company and place it in charge of a city department.

"On my way down to City Hall to-day," said the Mayor, "a man presented this proposition to me and seemed somewhat surprised that I did not at once seize the opportunity. But there are difficulties in the way. The Subway is under the control of the Rapid-Transit Commission, and any steps toward placing it under the management of the city because of the failure of the Interborough Company to run it satisfactorily must be instituted by the Commission."

"It is different with the surface lines of the Metropolitan Street Railway Company. If those lines are tied up and the public is inconvenienced, the Attorney-General can bring suit in the courts for the forfeiture of the company's franchises, but it would take time for such a matter to be settled. It would take even more time to take the Subway from the control of the Interborough Company and place it under the management of the city. Such things cannot be accomplished in a day. Even after the city assumed charge of the Subway there would be many matters to be attended to."

"In the first place, there is the civil service law to be regarded. The men would have to be selected under civil service rules. Examinations would have to be held and lists of eligible men prepared. Then a new city department would have to be created, and it would be necessary to obtain an appropriation for the running expenses of this department. All this would take many months of preparation. The city cannot jump into such things without first taking the proper legal steps."

"If the Interborough Company puts incompetent motormen in charge of trains with the result that there are accidents in which citizens are injured, would it not be the duty of the city to take some steps to remedy such conditions?" was asked.

WHEN CITY MAY ACT.

"UNDOUBTELY," REPLIED THE MAYOR. "THE INTERBOROUGH COMPANY HOLDS ITS FRANCHISE ON CONDITION THAT IT CONDUCTS THE SUBWAY TO THE ADVANTAGE AND COMFORT OF THE PUBLIC. IF IT FAILS IT IS THE DUTY OF THE RAPID TRANSIT COMMISSION TO TAKE ANY STEPS THAT MAY BE NECESSARY TO BRING ABOUT ALL NECESSARY REFORMS."

"Then it would be up to the Rapid Transit Commission to take possession of the Subway, which is the city's property?"

Mayor McClellan laughed.

"Necessary to protect the public. And then," he added, "to get competent men to run the trains the city would have to ask the striking Subway employees to go to work, which would be an ending of the trouble. That was the idea presented to me this morning."

STRIKE BREAKERS GAVE COLLEGE YELL.

Much amusement was furnished this afternoon to curious spectators at No. 34 Dey street, where the Interborough Company is hiring new men. Four young men, well dressed and saying

they were students of Columbia College, appeared on the scene. They seemed anxious to take the places of the strikers. When they were ordered to go into the long waiting line and await their turn, they took off their hats and gave three college yells.

After patiently waiting in the line for some time they became restless and departed.

TO THE PUBLIC AND PATRONS OF THE SUBWAY AND MANHATTAN "L" ROADS:

The motormen now in charge of the trains on the "L" roads and the Subway system are not "green men." They are men experienced in railroad work, and in the absolute control of the double airbrake system used on the largest railroads in the United States, and have all had a careful examination before they were put to work. Sensational statements are being circulated to create fear in the minds of the public against the use at this time of the Interborough system.

In the interest of the public and the business community of this metropolis, it is important that these statements should be refuted in the public press. The safety of the public in the trains on the "L" roads and the Subway is being carefully looked after by the most skilled railroad men to be found in this country.

INTERBOROUGH RAPID-TRANSIT COMPANY.

To All Former Employees of the Interborough Rapid Transit Company:

All former employees are notified to call at the office of the Treasurer, 195 Broadway, Borough of Manhattan, Room 1, and be prepared to surrender all of the railroad company's properties held in their possession and receive their final pay for all services rendered. Men who have regularly received their pay on Thursdays, Fridays and Saturdays will call at the above address on those days of this week.

INTERBOROUGH RAPID TRANSIT COMPANY.

ARE YOUR KIDNEYS WEAK?

Thousands of Men and Women Have Kidney Trouble and Never Suspect It.

To Prove What the Great Kidney Remedy, Swamp-Root, Will Do for You, Every Reader of the Evening World May Have a Sample Bottle Sent Absolutely Free by Mail.

It used to be considered that only urinary and bladder troubles were to be traced to the kidneys, but now modern science proves that nearly all diseases have their beginning in the disorder of these most important organs.

Therefore, when your kidneys are weak or out of order, you can understand how quickly your entire body is affected, and how every organ seems to fail to do its duty.

If you are sick or "feel badly" begin taking the great kidney remedy, Dr. Kilmer's Swamp-Root, because as soon as your kidneys begin to get better they will help all the other organs to health. A trial will convince anyone.

I was out of health and run down generally; had no appetite, was dizzy and suffered with headache most of the time. I did not know that my kidneys were the cause of my trouble, but somehow felt that they might be, and I began taking Swamp-Root. There is such a pleasant taste to Swamp-Root, and it goes right to the spot and drives disease out of the system. It has cured me, making me stronger and better in every way, and I cheerfully recommend it to all sufferers. Gratefully yours,

MRS. A. L. WALKER.

331 East Linden St., Atlanta, Ga.

Weak and unhealthy kidneys are responsible for many kinds of diseases, and if permitted to continue much suffering and faint results are sure to follow. Kidney trouble irritates the nerves, makes you dizzy, restless, sleepless and irritable. Makes you pass water often during the day and obliges you to get up many times during the night. Unhealthy kidneys cause rheumatism, gravel, catarrh of the bladder, pain or dull ache in the back, joints and muscles; make your head ache and back ache, cause indigestion, stomach and liver trouble, you get a sallow, yellow complexion, make you feel as though you had heart trouble; you may have plenty of ambition, but no strength; get weak and waste away.

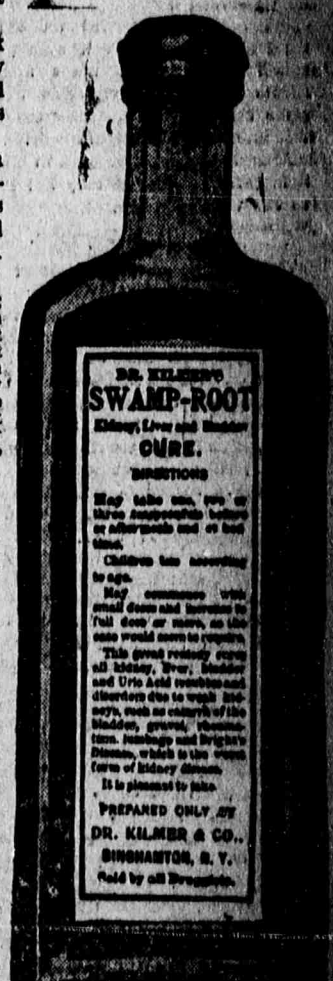
The cure for these troubles is Dr. Kilmer's Swamp-Root, the world-famous kidney remedy. In taking Swamp-Root you afford natural help to Nature for Swamp-Root is the most perfect healer and gets it to the kidneys that is known to medical science.

How to Find Out.

If there is any doubt in your mind as to your condition, take from your urine on rising about four ounces, place it in a glass or bottle and let it stand twenty-four hours. If on examination it is milky or cloudy, if there is a brick-dust settling, or if small particles float about in it, your kidneys are in need of immediate attention.

Swamp-Root is pleasant to take and is used in the leading hospitals, recommended by physicians in their private practice, and is taken by doctors themselves who have kidney ailments, because they recognize it as the greatest and most successful remedy for kidney, liver and bladder troubles.

SPECIAL NOTE.—So successful is Swamp-Root in promptly curing even the most distressing cases of kidney, liver or bladder troubles, that to prove its wonderful merits you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands upon thousands of testimonial letters received from men and women cured. The value and success of Swamp-Root is so well known that readers are advised to send for a sample bottle. In sending your address to Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous offer in the New York Evening World. The genuineness of this offer is guaranteed.



(Swamp-Root is pleasant to take.)

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at the drug stores everywhere. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

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Essentially a HOME PIANO—Remaining equally good from childhood to old age. "In style" wherever good taste furnishes the home. A piano to grow fond of every year. A piano built entirely (every part) by its makers in their own factory. The only piano wherein the action is equipped with our remarkable Spiral-Spring Automatic Adjustment—the only effective preventive against unfavorable atmospheric conditions.

GRANDS AND UPRIGHTS in exquisite natural wood cases. Very convenient installment terms. Write for the handsomest piano catalogue ever issued.

A few slightly used instruments at VERY SPECIAL PRICES.

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Avoid pneumonia and colds. Wear an Allcock's Plaster on the chest and another between the shoulders.

Remember, it always strengthens and never weakens the part to which it is applied. Absolutely safe and curative. Guaranteed to contain no belladonna or other poisons.

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SUNDAY WORLD WANTS WOKR

MONDAY MORNING WONDERS

MONEY

Like March Winds Comes Quickly! The Advent of Spring Always Brings a BUSINESS BOOM. Now Is the Time for You to Think Quickly and Act Promptly in Building Your Future. Your Success Will be greatly facilitated by reference to the MORNING WORLD'S Business Bargain Bulletin.